

FORM B No : LPR0/ABU/20080109130600

NAME OF SHIP : ESTIA

BV REGISTER : 07430D

Tank Identification	Tank	Location	Volume (m3)
	Frames (from) - (to)	Lateral position	
PURT. F.O. & D.O. SLUDGE TK	31-38	E/R 3RD DECK P	7.98
BILGE OIL TANK	26-30	DOUBLE BOTTOM S	11.89
INCINERATOR SLUDGES TK		E/R. BILGES KATFURN. STAB	2.197
NE SCAV. AIR DRAIN TK		LOWER BLOCK - PORTSIDE	4.139
Total Volume (m3)			40.2 54.466

3.2. Means for the disposal of residues in addition to the provisions of sludge tanks:

- [x] 1. Incinerator for oil residues, capacity 65 l/h
 [-] 2. Auxiliary boiler suitable for burning oil residues
 [-] 3. Tank for mixing oil residues with fuel oil, capacity - m3
 [-] 4. Other acceptable means :

C. Jensen 19/04/2010

3.3. The ship is fitted with holding tank(s) for the retention on board of oily bilge water as follows

Tank Identification	Tank	Location	Volume (m3)
	Frames (from) - (to)	Lateral position	
DIRTY BILGE HOLDING TANK	30-40	DOUBLE BOTTOM S	32.49
CLEAN BILGE HOLDING TANK	13-19	DOUBLE BOTTOM CENTER	32.21
Total Volume (m3)			64.7

4. STANDARD DISCHARGE CONNECTION (regulation 13)

[x] The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 13

5. CONSTRUCTION (regulations 18, 19, 20, 23, 26, 27 and 28)

5.1. In accordance with the requirements of regulation 18, the ship is

- [x] 1. Required to be provided with SBT and PL and COW
 [-] 2. Required to be provided with SBT and PL
 [-] 3. Required to be provided with SBT
 [-] 4. Required to be provided with SBT or COW
 [-] 5. Required to be provided with SBT or CBT
 [-] 6. Not required to comply with the requirements of regulations 18

5.2. Segregated ballast tanks (SBT)

- [x] 1. The ship is provided with SBT in compliance with regulation 18
 [x] 2. The ship is provided with SBT which are arranged in protective locations (PL) in compliance with regulation 18.12 to 18.15
 [x] 3. SBT are distributed as follows :

Tank	Volume (m3)	Tank	Volume (m3)
F.P.T.	1934.14	No. 6 W.B.T. P&S	2151.72x2
No. 1 W.B.T. P&S	1965.52x2	A.P.T.	653.35
No. 2 W.B.T. P&S	1813.93x2		

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Tank	Volume (m3)	Tank	Volume (m3)
No. 3 W.B.T. P&S	1822.95x2		
No. 4W.B.T. P&S	1822.95x2		
No. 5 W.B.T. P&S	1820.83x2	Total	25381.49 m3

5.3. Dedicated clean ballast tanks (CBT)

[-] 1. The ship is provided with CBT in compliance with regulation 18.8, and may operate as a product carrier

2. CBT are distributed as follows :

Tank	Volume (m3)	Tank	Volume (m3)
		Total	m3

[-] 3. The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual, which is dated

[-] 4. The ship has common piping and pump arrangements for ballasting the CBT and handling cargo oil

[-] 5. The ship has separate independent piping and pumping arrangements for ballasting the CBT

5.4. Crude oil washing (COW)

[-] 1. The ship is equipped with a COW system in compliance with regulation 33

[x] 2. The ship is equipped with a COW system in compliance with regulation 33 except that the effectiveness of the system has not been confirmed in accordance with regulation 33.1 and paragraph 4.2.10 of the Revised COW specifications (resolution A.446(XI) as amended by resolution A.497(XII) and A.897(21))

[x] 3. The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated 14/12/2006

[-] 4. The ship is not required to be but is equipped with COW in compliance with the safety aspects of Revised COW Specifications (resolution A.446(XI) as amended by resolution A.497(XII) and A.897(21))

5.5. Exemption from regulation 18 :

[-] 1. The ship is solely engaged in trade between in accordance with regulation 2.5 and is therefore exempted from the requirements of regulation 18

[-] 2. The ship is operating with special ballast arrangements in accordance with regulation 18.10 and is therefore exempted from the requirements of regulation 18

5.6. Limitation of size and arrangements of cargo tanks (regulation 26)

[x] 1. The ship is required to be constructed according to, and complies with, the requirements of regulation 26

[-] 2. The ship is required to be constructed according to, and complies with, the requirements of regulation 26.4 (see regulation 2.2)

5.7. Subdivision and stability (regulation 28)

[x] 1. The ship is required to be constructed according to, and complies with, the requirements of regulation 28

[x] 2. Information and data required under regulation 28.5 have been supplied to the ship in an approved form

[x] 3. The ship is required to be constructed according to, and complies with the requirements of regulation 27

[-] 4. Information and data required under regulation 27 for combination carriers have been supplied to the ship in a written procedure approved by the Administration

5.8 Double hull construction

5.8.1. The ship is required to be constructed according to regulation 19 and complies with the requirements of:

[x] 1. paragraph (3) (double-hull construction)

[-] 2. paragraph (4) (mid-height deck tankers with double side construction)

[-] 3. paragraph (5) (alternative method approved by the Marine Environment Protection Committee)

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☐ 5.8.2. The ship is required to be constructed according to and complies with the requirements of regulation 19.6 (double bottom requirements)

☐ 5.8.3. The ship is not required to comply with the requirements of regulation 19

5.8.4. The ship is subject to regulation 20 and :

☐ 1. is required to comply with paragraph 2 to 5, 7 and 8 of regulation 19 and regulation 28 in respect of paragraph 28.6 not later than

☐ 2. is allowed to continue operation in accordance with regulation 20.5 until

☐ 3. is allowed to continue operation in accordance with regulation 20.7 until

5.8.5 ☒ The ship is not subject to regulation 20.

5.8.6 ☐ The ship is subject to regulation 21 and :

☐ 1. is required to comply with regulation 21.4 not later than

☐ 2. is allowed to continue operation in accordance with regulation 21.5 until

☐ 3. is allowed to continue operation in accordance with regulation 21.6.1 until

☐ 4. is allowed to continue operation in accordance with regulation 21.6.2 until

☐ 5. 5 is exempted from the provisions of regulation 21 in accordance with regulation 21.7.2 .

5.8.7 ☒ The ship is not subject to regulation 21.

5.8.8 The ship is subject to regulation 22 and:

☐ .1 complies with the requirements of regulation 22.2

☐ .2 complies with the requirements of regulation 22.3

☐ .3 complies with the requirements of regulation 22.5

☒ 5.8.9 The ship is not subject to regulation 22

5.9 Accidental oil outflow performance

☐ 5.9.1 The ship complies with the requirements of regulation 23

6. RETENTION OF OIL ON BOARD (regulation 29, 31 and 32)

6.1. Oil discharge monitoring and control system

☐ 6.1.1. The ship comes under category oil tanker as defined in resolution ☐ A.496(XII) ☐ A.586(14)*

☒ 6.1.2. The oil discharge monitoring and control system has been approved in accordance with resolution MEPC.108(49)**

* For oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 2 October 1986 should be fitted with a system approved under resolution A.586(14)

** Oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 1 January 2005 should be fitted with a system approved under resolution MEPC.108(49)

6.1.3. The system comprises :

☒ 1. control unit

☐ 2. computing unit

☒ 3. calculating unit

6.1.4. The system is :

☒ 1. fitted with a starting interlock

☒ 2. fitted with automatic stopping device

6.1.5. The oil content meter is approved under the terms of resolution

☐ A.393(X) ☐ A.586(14)*** ☒ MEPC.108(49) suitable for :

☒ 1. crude oil

☒ 2. black products

☒ 3. white products

☐ 4. oil-like noxious liquid substances as listed in the attachment to the Certificate

*** For oil content meters installed on tankers built prior to 2 October 1986, refer to the Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters adopted by the Organization by resolution A.393(X). For oil content meters as part of discharge monitoring and control systems installed on tankers built on or after 2 October 1986, refer to the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.586(14). For oil content meters as part of discharge monitoring and control systems installed on tankers the keel of which are laid or are in a similar stage of construction on or after 1 January 2005, refer to the revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49).

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☒ 6.1.6. The ship has been supplied with an operations manual for the oil discharge monitoring and control system

6.2. Slop tanks

☒ 6.2.1. The ship is provided with two (2) slop tanks total capacity 2890.362m³ and one (1) residual tank capacity 326.573m³ dedicated slop tank(s) with the total capacity of 3216.935 m³ which is 3.9% of the oil carrying capacity, in accordance with :

☒ 1. Regulation 29.2.3

☐ 2. Regulation 29.2.3.1

☐ 3. Regulation 29.2.3.2

☐ 4. Regulation 29.2.3.3

☐ 6.2.2. Cargo tanks have been designated as slop tanks

6.3. Oil/water interface detectors

☒ 6.3.1. The ship is provided with oil / water interface detectors approved under the terms of resolution MEPC.5(XII)*

** Refer to the Specification for oil/water interface detectors adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.5(XII)*

6.4. Exemptions from regulation 29, 31 and 32

☐ 6.4.1. The ship is exempted from the requirements of regulation 29, 31 and 32 in accordance with regulation 2.4

☐ 6.4.2. The ship is exempted from the requirements of regulation 29, 31 and 32 in accordance with regulation 2.2

6.5. Waiver of regulation

6.5.1. The requirements of regulation 31 and 32 are waived in respect of the ship in accordance with regulation 3.5. The ship is engaged exclusively on :

☐ 1. Specific trade under regulation 2.5 :

☐ 2. Voyages within special area(s) :

☐ 3. Voyages within 50 miles of the nearest land outside special area(s) of 72 hours or less in duration restricted to :

7. PUMPING, PIPING AND DISCHARGE ARRANGEMENTS (regulation 30)

7.1. The overboard discharge outlets for segregated ballast are located :

☒ above the waterline

☐ below the waterline

7.2. The overboard discharge outlets, other than the discharge manifold, for clean ballast are located *(Only those outlets which can be monitored are to be indicated)* :

☐ above the waterline

☐ below the waterline

7.3 The overboard discharge outlets, other than the discharge manifold, for dirty ballast are located :

☒ 1. above the waterline

☐ 2. below the waterline in conjunction with the part flow arrangements in compliance with Regulation 30.6.5

☐ 3. below the waterline

7.4. Discharge of oil from cargo pumps and oil lines (regulation 30.4 and 30.5)

7.4.1. Means to drain all cargo pumps and oil lines at the completion of cargo discharge

☒ 1. drainings capable of being discharged to a cargo tank or slop tank

☒ 2. for discharge ashore a special small diameter line is provided

8. SHIPBOARD OIL POLLUTION EMERGENCY PLAN (regulation 37)

☒ 8.1. The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 37

☐ 8.2. The ship is provided with a shipboard marine pollution emergency plan in compliance with regulation 37.3

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9. EXEMPTION

[-] 1. Exemptions have been granted by the Administration from the requirements of chapter 3 of Annex I of the Convention in accordance with regulation 3.1 on those items listed under paragraph(s) of this Record.

10. EQUIVALENTS (regulation 5)

[-] 1. Equivalents have been approved by the Administration for certain requirements of Annex I on those items listed under paragraph(s) of this Record.

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at Piraeus, on the 9 January 2008

BUREAU VERITAS

for D. Bouttier
D. BOUTTIER
By Order of the Secretary

OK

Name of ship M/T ESTIA

IMO Number 9328035

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
	I		DIRTY BILGE HOLDING T
			TANK CAPACITY 32.48 m ³
			QTY RETAINED 6.60 m ³
			7 MAY 2011 <i>Jmg</i>
8 MAY 2011	D	13	0.29 m ³ BILGE W
		14	FM 08:02 TO 08:16
		15.3	TRANSFERED TO DIRTY BILGE H. T
			QTY RETAINED 6.89 m ³
			8 MAY 2011 <i>Jmg</i>
8 MAY 2011	D	13	6.89 m ³ BILGE WATER, FM DIRTY BILGE H. T
		14	FM 08:30 TO 10:38
		15.3	TRANSFERED TO BILGE OIL T, RETAINED 8.0 m ³
			OIL BILGE, BILGE DIRTY T, QTY 9 MAY 2011 <i>Jmg</i>
9 MAY 2011	C	12.2	0.30 m ³ SLUDGES, FM ME SCAVENGE BOX. T
			TRANSFERED TO INCINER. SLUDGE T
			RETAINED 1.60 m ³ , SCAVENGE BOX T RET 9.0 m ³
			9 MAY 2011 <i>Jmg</i>
9 MAY 2011	C	12.3	0.390 m ³ SLUDGES INCINERATED
			WORKING HES 8.00

Signature of Master

C/E



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship M/Y ESTIA

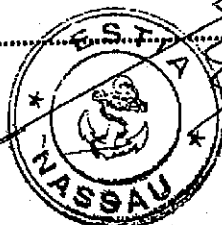
IMO Number 9328035

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
			QTY RETAINED INCINER. SLUDGE \approx 1.21 m ³
			8 MAY 2011
10 MAY 2011	I		INSPECTED AND CLEANED DIRTY BILGE HOLDING \approx
			10 MAY 2011 <i>Juny</i>
10 MAY 2011	C	12.3	0.240 m ³ SLUDGE INCINERATED WORKING HP
			10:00 QTY RETAINED INCINER SLUDGE \approx 0.98 m ³
			10 MAY 2011 <i>Juny</i>
10 MAY 2011	D	13	26.30 m ³ BILGE W FM CLEAN BILGE H.T.
		14	FM 13:00 TO 18:26
		15.3	TRANSFERRED TO DIRTY BILGE H.T.
			QTY RETAINED 28.30 m ³
			QTY RETAINED CLEAN BILGE H.T. 0.0 m ³
			10 MAY 2011 <i>Juny</i>
11 MAY 2011	C	12.2	1.14 m ³ SLUDGE TRANSFERRED FM FOABO PURIFIER
			SLUDGE \approx RETAINED 1.30 m ³
			TO INCINER. SLUDGE, RETAINED 2.14 m ³
			11 MAY 2011 <i>Juny</i>
11 MAY 2011	I		INSPECTED AND CLEANED CLEAN BILGE
			HOLDING \approx
			11 MAY 2011 <i>Juny</i>

Signature of Master

C/E



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship M/T ESTIA

IMO Number 932035

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
11 MAY 2011	C	12.3	0,170 m ³ SLUDGES INCINERATED
			WORKING HRS 9:30
			QTY RETAINED INCINER SLUDGE 1.97 m ³
			11 MAY 2011 <i>[Signature]</i>
12 MAY 2011	D	13	4.32 m ³ BILGE. W A DRAINAGE
		14	FM 08:10 TO 08:45
		15.3	TRANSFERED TO CLEAN BILGE. W. TC
			QTY RETAINED 4.32 m ³
			12 MAY 2011 <i>[Signature]</i>
12 MAY 2011	C	12.3	0,910 m ³ SLUDGES INCINERATED
			WORKING HRS 15:00
			QTY RETAINED INCINER. SLUDGE 1.06 m ³
			12 MAY 2011 <i>[Signature]</i>
13 MAY 2011	D	13	1.5 m ³ BILGE. W, FM BILGE CLEAN. H. TC
		14	FM 08:09 TO 09:24
		15.1	THROUGH 15 PPM EQUIPMENT
			START Lat: 46°44' N / 18°00' 15" W
			STOP Lat: 46°51' W / 18°00' 10" W
			QTY RETAINED 2.8 m ³
			13 MAY 2011 <i>[Signature]</i>

Signature of Master

C/E



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship M/T ESTIA

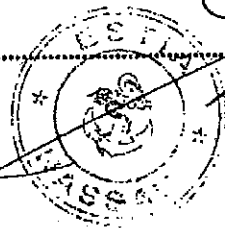
IMO Number 9321035

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
13 MAY 2011	D	13	8.0 m ³ BILGE W 3 DRAWINGS
		121	FM 09:08 TO 10:38
		15.3	TRANSFERED TO CLEAN BILGE. H. T.
			QTY RETAINED 10.8 m ³
			13. MAY 2011 <i>fmny</i>
14. MAY 2011	C	12.2	0.5 m ³ SLUDGE TRANSFERED TO INCINER. SLUDGE T.
			RETAINED 1.56 m ³
			FROM OIL BILGE T. RETAINED 6.48 m ³
			14. MAY 2011 <i>fmny</i>
14. MAY 2011	C	11.1	BILGE OIL T.
		11.2	CAPACITY OF TANK 11.89 m ³
		11.3	QTY RETAINED 0.20 m ³ 6.48 m ³ <i>fmny</i>
	C	11.1	INCINERATOR SLUDGE T.
		11.2	TANK CAPACITY 2.14 m ³
		11.3	QTY RETAINED 1.56 m ³
	C	11.1	FO SLUDGE T.
		11.2	TANK CAPACITY 11.89 m ³
		11.3	QTY RETAINED 2.66 m ³

Signature of Master

C/E



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006


Name of ship m/y ESTIA

IMO Number 932P035

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
14 MAY 2011	C	11.1	PURIFIER L.OIL SLUDGE τ
		11.2	TANK CAPACITY 4.56 m ³
		11.3	QTY RETAINED 1.39 m ³
	C	11.1	PURIFIER F.O. & D.O. SLUDGE τ
		11.2	TANK CAPACITY 7.98 m ³
		11.3	QTY RETAINED 1.58 m ³
	C	11.1	DIRTY L.OIL SLUDGE
		11.2	TANK CAPACITY 5.34 m ³
		11.3	QTY RETAINED 1.96 m ³
	C	11.1	DIRTY F.O. S. τ
		11.2	TANK CAPACITY 6.59 m ³
		11.3	QTY RETAINED 2.06 m ³
	C	11.1	ME SCAVENGE BOY
		11.2	TANK CAPACITY 0.40 m ³
		11.3	QTY RETAINED 0.0 m ³
	A C I		CLEAN BILGE HOLDING τ
			TANK CAPACITY 32.21 m ³
			QTY RETAINED 10.87 m ³

Signature of Master

C/E 



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship M/Y ESTIA

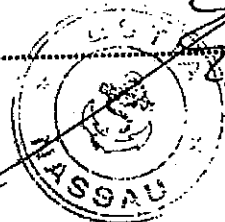
IMO Number 93 21038

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
14 MAY 2011	Z		DIRTY BILGE HOLDING T.
			TANK CAPACITY 32.49
			QTY RETAINED 26.30 m ³
			14 MAY 2011 <i>[Signature]</i>
16 MAY 2011	C	12.2	1.77 m ³ FO DRAINS, FM DIRTY FO T. TRANSFERRED
			INTO N.2 SET FO T.
			QTY RETAINED FO DIRTY T. 0.29 m ³
			16 MAY 2011 <i>[Signature]</i>
17 MAY 2011	H.	26	BUNKERING
		26.1	AT SKAGEN
		26.2	FM 02:30 TO 04:40
		26.3	LS FO 300 DEN 0.9906, 250 m ³
			ADDED N.1 STD FO T. TOTAL IN T. 358 m ³
			17 MAY 2011 <i>[Signature]</i>
17 MAY 2011	C	12.2	0.91 m ³ SLUDGES TRANSFERRED FM
			L.O PUR. SLUDGE T., RETAINED 0.48 m ³
			TO FO SLUDGE T., RETAINED 3.88 m ³
			17 MAY 2011 <i>[Signature]</i>

Signature of Master

[Signature]



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship M/T ESTIA

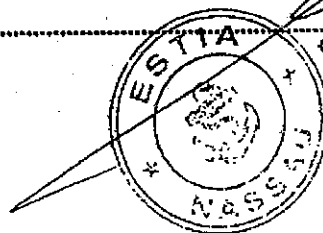
IMO Number 9327035

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
17 MAY 2011	C	12.2	1.22 m ³ SLUDGE TRANSFERRED FM DOXFO
			PUR SLUDGE, RETAINED 0.89 m ³
			TO FO SLUDGE RETAINED 4.99 m ³
			17 MAY 2011 <i>[Signature]</i>
17 MAY 2011	D	13	0.630 m ³ BILGE - W & DRAINAGES
		14	FM 08:07 TO 08:14
		15.3	TRANSFERRED TO CLEAN BILGE HOLDING
			0.7 Y RETAINED 11.50 m ³
			17 MAY 2011 <i>[Signature]</i>
18 MAY 2011	D	13	0.630 m ³ BILGE - W & DRAINAGES
		14	FM 07:57 TO 08:00
		15.3	TRANSFERRED TO CLEAN BILGE H.T.
			0.7 Y RETAINED 12.13 m ³
			18 MAY 2011 <i>[Signature]</i>
18 MAY 2011	I		OCM REPLACED BY CERTIFIED 15 PPM
			MONITOR. OPERATION TEST CARRIED
			WITH SATISFACTORY RESULTS
			18 MAY 2011 <i>[Signature]</i>

Signature of Master

C/E [Signature]



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship M/V ESTIA

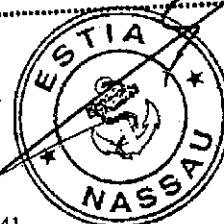
IMO Number 9329035

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
19 MAY 2011	I		ENVIROLOGGER WAS INSPECTED FM MAKER'S REPRESENTATIVE.
			19 MAY 2011 <i>[Signature]</i>
18 MAY 2011	D	13	1.26 m ³ FM CLEAN BILGE HOLDING T.
		14	FM 11:46 TO 11:56
		15.1	THROUGH 15 PPM EQUIPMENT
			START LG 18.58.61 E / 56.27.518 N.
			STOP LG 19.03.14 E / 56.29.165 N.
			QTY RETAINED 10.81 m ³
			18 MAY 2011 <i>[Signature]</i>
19 MAY 2011	L	12.2	0.34 m ³ SLUDGES FM FO SLUDGE T.
			QTY RETAINED 4.64 m ³ , TRANSFERRED
			TO INCINERATOR SL. T., RETAINED 1.90 m ³
			19 MAY 2011 <i>[Signature]</i>
21 MAY	C	11.1	BILGE OIL T.
		11.2	CAPACITY OF TANK 11.88 m ³
		11.3	QTY RETAINED 6.88 m ³
	C	11.1	INCINERATOR SLUDGE T.
		11.2	TANK CAPACITY 2.14 m ³

Signature of Master

C/E *[Signature]*



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

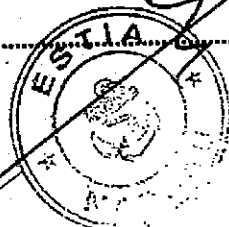
Name of ship M/T ESTIA

IMO Number M/T ESTIA 932035 ~~AK~~

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
		11.3	QT'Y RETAINED 1.93 m ³
	C	11.1	FO SLUDGE %
		11.2	TANK CAPACITY 11.89 m ³
		11.3	QT'Y RETAINED 4.62 m ³
	C	11.1	PURIFIER L.OIL SLUDGE
		11.2	TANK CAPACITY 4.56
		11.3	QT'Y RETAINED 0.48
	C	11.1	PURIFIER FO AND SLUDGE %
		11.2	TANK CAPACITY 7.98 m ³
		11.3	QT'Y RETAINED 1.58 m ³
	C	11.1	DIRTY L.OIL SLUDGE %
		11.2	TANK CAPACITY 5.31 m ³
		11.3	QT'Y RETAINED 1.96 m ³
	C	11.1	DIRTY F.O %
		11.2	TANK CAPACITY 6.52 m ³
		11.3	QT'Y RETAINED 1.18 m ³
	C	11.1	M/E SCAVENGE BOY
		11.2	TANK CAPACITY 0.40 m ³
		11.3	QT'Y RETAINED 0.0 m ³

Signature of Master C/E



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

IMO Number 9327 035

[illegible]

Signature of Master

TOURNARIS EVANGELOS
MASTER

43

(5)

Name of ship MT ESTIA

IMO Number 932 7035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
19 MAY 11	G	30	FIXED MACHINE WASHING
		31.1	SLOP CHARGE "LOFOS"; PAZDYSKI, ESTONIA
			QTY. 5.17 m ³
			<i>clb [Signature]</i>

Signature of Master

Name of ship MT EATA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
09-MAY-11	G	28	END: LAT 30-14N LON 014-45E
		29	START: 1930 LT END: 1945 LT
		30	FIXED MACHINE WASHING
		31.2	RESIDUAL TANK
			QTY TRANSFERRED: 4.50 m ³
			TOTAL QTY IN TANK: 274.83 m ³
			<i>C/O [Signature]</i>
13-MAY-11	O	-	ODME TESTED. SIMULATION ALARMS
			ACTUATED. OVERBOARD AND RETURN
			VALVES NORMALLY OPEN & CLOSE.
			<i>C/O [Signature]</i>
19-MAY-11	J	55	RESIDUAL TANK
		56	QTY. DISPOSED: 274.83 m ³
			QTY. RETAINED: 0 m ³
		57.1V	SLOP BARGE "LOTOS"; QTY DISPOSED: 274.83 m ³
			<i>C/O [Signature]</i>
19-MAY-11	G	27	RESIDUAL TANK
		28	PALDISKI, ESTONIA
		29	START: 1150 LT END 1200 LT

Signature of Master *IOANNIS EVANGELOS*



REV. 02 December 2006

Name of ship MT EADA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
09 MAY 2011	O	-	TOTAL QTY TRANSFERRED: 144.0m ³ <i>[Signature]</i>
09 MAY 2011	G	27	LOTS: 1P, 4S
		28	START: LAT 29-05N LON 015-03W
			END: LAT 29-31N LON 014-53W
		29	START: 1430 LT END: 1630 LT
		30	FIXED MACHINE WASHING
		31.2	SLOP S. QTY. TRANSFERRED:
			TOTAL QTY IN TANK: 268.40m ³ <i>[Signature]</i>
09 MAY 11	J	55	SLOP S.
		56	QTY. TRANSFERRED: 268.40m ³
			QTY. RETAINED: 0m ³
		57.111	TRANSFERRED TO RESIDUAL TANK.
			QTY. TRANSFERRED: 268.40m ³
			TOTAL QTY IN TANK: 270.33m ³ <i>[Signature]</i>
09 MAY 11	G	27	LOT SLOP S.
		28	START LAT 30-10N LON 014-46W

Signature of Master *[Signature]*



REV. 02 December 2006

Name of ship MT ESTIA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
05 APR 2011	A	3	TOTAL QTY LUMPED: 79,335.50m ³
			TOTAL CONTENTS OF TANKS: 79,335.50m ³
			<i>[Signature]</i>
20 APR 2011	O	-	ODME TESTED, SIMULATION ALARMS
			ACTIVATED. OVERBOARD & RETURN
			VALVES NORMALLY OPEN & CLOSE.
			<i>[Signature]</i>
28 APR 2011	C	6	OFF COTONOU
		7	COT: 2P, 2S, 3P, 3S, 5P, 5S, 6P, 6S, SLP.
		8	COT: 3P, NO, 5555.9m ³ ; 3S, NO, 5547.6m ³ ;
			SLP, NO, 724.09m ³
			<i>[Signature]</i>
30 APR 2011	C	6	OFF COTONOU
		7	COT: 1P, 1S, 3P, 3S, 4P, 4S, SLP, SLS.
		8	YES. ALL TANKS WERE EMPTIED
			<i>[Signature]</i>
09 MAY 2011	O	-	TRANSFER OF FRESH WATER FROM
			TC FW TANKS TO S TO SLOP S.
			START: 1305 LT END: 1400 LT

Signature of Master



REV. 02 December 2006

Appendix D
Page 60 of 109

Name of ship MT ESTIA

IMO Number 9227035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
31.03.11	G	29	START: 1000H LT END: 1900H LT
		30	FIXED MACHINE WASHING
		31.2	TRANSFERRED TO SLOP P.
			TOTAL QTY TRANSFERRED: 186.81 m ³
31.03.11	J	55	SLOP PORT c/o [Signature]
		56	QTY DISPOSED: 186.81 m ³ NIL RETAINED
		57.111	TRANSFERRED TO RESIDUAL TANK.
			QTY TRANSFERRED: 186.81 m ³
			TOTAL QTY IN TANK: 192.04 m ³
			c/o [Signature]
03 APRIL 2011	J	55	RESIDUAL TANK
		56	QTY DISPOSED: 192.04 m ³ NIL RETAINED
		57.1	DISPOSED TO RECEPTION FACILITIES.
			NAPTA 33, ¹⁻² VENTSPILS, LATVIA.
			QTY: 192.04 m ³
			c/o [Signature]
05 APR 2011	A	1	VENTSPILS, LATVIA
		2	UNLOADED GASOLINE: COT: 1P. 1S. 2P.
			2S. 3P. 3S. 4P. 4S. 5P. 5S. 6P. 6S. 5LP. 5LS.

Signature of Master TOURNAIS EVANGELOS



Name of ship MT ESTIA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
19.03.11	O	-	ODME TESTED. SIMULATION ALARMS ACTIVATED. OVERBOARD/RETURN VALVES NORMALLY OPEN & CLOSE.
26.03.11	C	6	LA PALICE, FRANCE
		7	COT'S 3P.3S. 6P.6S. SLP. SLS
		8	YES. ALL TANKS WERE EMPTIED
30.03.11	C	6	BP JETTY 1, ISLE OF GRAIN, U.K.
		7	COT'S 1P.1S. 2P.2S. 4P.4S. 5P.5S
		8	YES. ALL TANKS WERE EMPTIED
31.03.11	O	-	TRANSFER OF FRESH WATER FROM TC FW TANK P&S. TO SLOPP.
			START: 0830H LT END: 0912H LT
			TOTAL QTY TRANSFERRED: 166.49 m ³
31.03.11	G	27	COT'S 3P.3S. 6P.6S. SLP. SLS
		28	START: LAT 54° 58.9' N LONG 005° 46.1' E
			END: LAT 56° 56.5' N LONG 007° 48.2' E

Signature of Master JOURNÉE EVANGELIS



REV. 02 December 2006

Name of ship MT ESTIA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
11-02-11	O	-	DRAINED LOADING ARMS AND MANIFOLD DRIP TRAYS TO RESIDUAL TANK. TOTAL QTY IN RESIDUAL TANK = 3.49m ³
13-02-11	A	1	VOPAK BANYAN, SINGAPORE <i>cf/12</i>
		2	GASOL; COT 1: 3P. 3S. G.P. GS. SLP. 1 SLS.
		3	TOTAL QTY. LOADED = 29.374.00m ³
13-02-11	O	-	DRAINED LOADING ARM <i>cf/12</i> CONTENT TO RESIDUAL TANK. TOTAL QTY. IN RESIDUAL TANK = 5.83m ³
19-02-11	O	-	ODME TESTED. SIMULATION <i>cf/12</i> ALARMS ACTIVATED. OK <i>cf/12</i>

Signature of Master



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship MT ESTIA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
06.2.11	G	29	START: 1320H LT; END: 1330H LT
		30	FIXED MACHINE WASHING
		31.2	TRANSFERRED TO RESIDUAL TANK
			QTY TRANSFERRED: 7.50m ³
			TOTAL QTY IN TANK: 200.32m ³
08.2.11	J	55	RESIDUAL TANK
		56	QTY TRANSFERRED: 200.32m ³
			QTY RETAINED: NIL
		57.1V	TRANSFERRED TO MT "ELE STAR"
			QTY DISPOSED: 200.32m ³
08.2.11	G	27	RESIDUAL TANK
		28	LAT 01-22.9N LONG. 104-22.4E
		29	START: 1600H LT END: 1630H LT.
		30	FIXED MACHINE WASHING
		31.1	SLOP BARGE MT "ELE STAR": 50.05m ³
11.02.11	A	1	SUNGGU UDANG, MELAKA
		2	JETA-1; COTs: 1P.1S.2P.2S.4P.4S
			5P & 6S.
		3	TOTAL QTY LOADED: 48,793.27m ³

Signature of Master



TOURNARIS EVANGELOS
MASTER

REV. 02 December 2006

Name of ship MT ESTIA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
04.2.11	O	-	TRANSFER FRESH WATER FROM T.C. FW.TKS.
			PORT & STARBOARD TO COT SLOPP FROM 0912H
			TO OYSEH LT. TOTAL QTY. TRANSFERRED: 118.34 m ³
04.2.11	G	27	COT'S 1P. 1S. 2P. 2S. 3P. 3S. 4P. 4S. 40 m ³
			5P. 5S. 6P. 6S. & SLS.
		28	START: LAT. 19°-30.0'N LONG. 117°-57.0'E
			END: LAT. 17°-28.0'N LONG. 116°-36.2'E
		29	START: 1112H LT. END: 2100H LT
		30	FIXED MACHINERY WASHING C
		31.2	TRANSFERRED TO SLOPP. TOTAL QTY.
			TRANSFERRED: 139.83 m ³
06.2.11	J	55	SLOPP
		56	QTY. TRANSFERRED: 139.83 m ³ NIL RETAINED
		57.111	TRANSFERRED TO RESIDUAL TANK.
			QTY. TRANSFERRED: 139.83 m ³
			TOTAL QTY. IN TANK: 192.82 m ³
06.2.11	G	27	COT SLOPP
		28	START: LAT. 10°-15.2'N LONG. 110°-17.0'E
			END: LAT. 10°-20.5'N LONG. 110°-40.4'E

Signature of Master



REV. 02 December 2006

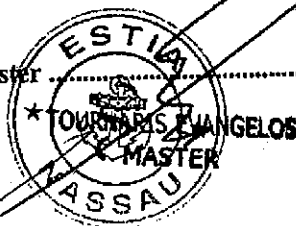
Name of ship MT ESTIA

IMO Number 9327035

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
20.12.10	C	6	ATPC TERMINAL, ANTWERP, BELGIUM
		7	COT'S: 4P. 4S. SLP PORT
		8	ALL TANKS WERE EMPTIED. <i>C/O</i>
20.12.10	O	-	DRAINED LOADING ARMS AND
			MANIFOLD LINES TO RESIDUAL
			TANK. TOTAL QTY INTO
			RESIDUAL TANK = 48.90m ³ <i>C/O</i>
03.01.11	A	1	MOTOR OIL TERM., A. THEODOROI, GREECE
		2	NAPHTHA, COT'S: 1P. 1S. 2P. 2S. 3P. 3S.
			4P. 4S. 5P. 5S. 6P. 6S. SLP 5 SLS.
		3	TOTAL QTY LOADED: 82,546.39m ³ <i>C/O</i>
			TOTAL CONTENTS: 82,546.39m ³ <i>C/O</i>
17.01.11	O	-	TESTED ODME SIMULATION ALARMS. ALL OK. <i>C/O</i>
03.02.11	C	6	BERTH 87-2, MAILIAO, TAIWAN
		7	COT'S: 1P. 1S. 2P. 2S. 3P. 3S. 4P. 4S.
			5P. 5S. 6P. 6S. SLP. 5 SLS.
		8	ALL TANKS WERE EMPTIED. <i>C/O</i>
03.02.11	O	-	DRAINED LOADING ARMS INTO RESIDUAL
			TANK. TOTAL QTY IN RESIDUAL TK: 52.99m ³ <i>C/O</i>

Signature of Master



REV. 02 December 2006



DECKMA HAMBURG GmbH

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Address:

Kieler Strasse 316
22525 Hamburg
Germany

Tel.: +49 (0)40 548876-0
Fax: +49 (0)40 548876-10
eMail: post@deckma.com
Internet: www.deckma.com

Calibration Certificate No. 5014967

This is to certify, that the below described instrument has been tested and calibrated in accordance with the requirements of MEPC.107(49).

Equipment: 15 ppm Bilge Alarm
Type: OMD-2005, Measuring Cell
Serial No. Measuring Cell: 5014967
Value Master Instrument: 24 ppm
Value OMD-2005 Measuring Cell: 24 ppm
Date of Calibration: 30.03.2011

*Calibration is only necessary at one point >20 ppm as unit is linear between 0 ppm and 30 ppm.
Alarm Points are factory set to 15 ppm*

DECKMA HAMBURG GmbH
Kieler Str. 316
D-22525 Hamburg
Germany

Electronic file. No signatures are required

Registered/Amtsgericht Hamburg HRB No./Nr.: 39129, Legal Jurisdiction/Gerichtsstand: Hamburg (Germany)
Managing Director/Geschäftsführer: G. Schulze - VAT-Reg.-No./USt.Id.Nr.: DE118540659

Vigilant Marine Systems, LLC
7000 Merrill Ave, Suite F, Bldg. B-210
Chino, CA 91710
Phone +1 909-597-9508
Fax +1 909-597-9514
email: info@vigilantmarine.com

7

Work Report

Date : May 19, 2011
Vessel : MV Estia
Location : Estonia
Work Order : Warranty Labor

Enviro-Logger

- Attended to troubleshoot the problem with the overboard valve function, which was said to position the valve in the open/overboard position when above 15 PPM.
- Removed the LockBox PCB and removed the jumper wires that Drew had placed on the backside and repaired the circuit traces that they had cut. Reinstalled the PCB.
- Checked all the wiring and found that this OWS system uses a closed contact for overboard alarm control rather than the industry standard open contact. I made the correction in the Deckma to LockBox wiring.
- Ran the OWS and found that the backpressure regulating valve supplied with the system was never installed in the return to bilge line. This dropped pressure too low in the line to maintain a sample flow through the OCM, so the flow switch would not pick up when in recirc mode. I had the 2nd engineer install an 8mm orifice in the line as a temporary fix and we were able to run the system.
- Found that a new cell had been installed on the OCM and suspected the unusually high pressure required to activate the flow switch was due to the ports in the new flow cap being plugged. There are 4 ports, with 1 being open as standard, and we generally have 3 open to get the required 1 lpm flow at about 5 PSI sample pressure. I opened 2 additional ports and the system was able to operate down at 5 PSI.
- Ran the system a final time with the Chief Engineer and Second Engineer present and to their satisfaction.
- Checked the Incinerator Sludge tank level transmitter and found the UNZ set too low, and the Noise Threshold set too high. Corrected these, made a small adjustment to the calibration.

Hours:

Travel hours and service hours are being done under warranty.

Service Technician:
Craig A. Mason



Vessel Representative:

Effective Date:

Revision: 3

Form: ENV 008

Header

TOURNAMENT DIRECTOR

MASTER

CHIEF ENGINEER

Name

Signature

ings and other requirements involved before the Director can make and represent truthful values.

... that the regressions used other controls and represent method values.

revised 1-2009

CERTAIN'S SOUTHERN LOG BOOK																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Chief Engineer
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Appendix D
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J

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date: 01/05/2011
Company Procedures Manual	Approved by: MD	Revision: 2
	Section: Shipboard Personnel Training	Form: M026

DRILLS PROGRAM: (for the year: 2011)

Flag: Bahamas

No	Drill Title	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1	Man over board				(X) 02 ANNUAL						X		
2	Abandoning Ship	(X) Launch L/B into water & manoeuvre 5	(X) 18	(X) 08	(X) 02 Launch L/B into water & manoeuvre	(X) 16	X	X Launch L/B into water & manoeuvre	X	X	X Launch L/B into water & manoeuvre	X	X
3	Fire in Accommodation	(X) 24							X				
4	Fire in Mach. Spaces			(X) 11							X		
5	Fire in galley				(X) 15							X	
6	Fire at manifolds		(X) 19			(X) 11/5				X			X
7	Fire in the Paint Locker						X						
8	Fire in Cargo Tank							X					
9	Enclosed Space Rescue / CO2 room rescue	(X) 22			(X) 15			X			X		
10	Serious Injury			(X) 11			X			X			X
11	Emergency Towing			(X) 04									
12	Toxic Vapour Release	(X)				(X) 08/5		X					
13	Failure of the Steering Gear		(X) 10						X			X	
14	E/R Flooding			(X) 16									
15	M/E Failure								X			X	
16	Electrical Power Failure												
17	Helicopter Operations				(X) 21						X		
18	Heavy weather damage					X							
19	Structural Failure	(X)				(X) 08/5		X					
20	Explosion		(X) 26						X				
21	Collision/oil spill	(X) 22									X		
22	Grounding/oil spill		(X) 21									X	
23	Tank Over Flow			(X) 09									X
24	Pipeline Leak Loading				(X) 12/5								
25	Pipeline Leak Discharge												
26	Pipeline Leak Ship to Ship Transfer						X						
27	Spill during Bunkering Operations							X					
28	Hull leakage								X				
29	Excessive List									X			

Remarks: SOPEP / SMPEP Drills must be carried out according to the instructions provided in vessels SOPEP / SMPEP. For these drills an "Initial Notification TLX" and a "Follow up Report - TLX" should be sent to the HEAD OFFICE, with the indication "This is a Drill - This is a Drill". At the end of each drill, an entry must be made in the deck logbook. An additional Fire and Abandon ship drill must be carried out within 24 hours of the ship leaving the port, if more than 25% have not participated in any abandon and fire drill onboard in the previous month.

DPA: Aristeidis Dimou

Date: 11th May 2011

JAN 05- PORT/STBD LIFEBOAT LOWERED INTO THE WATER AND MANOEUVRED

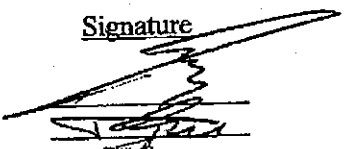

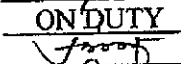
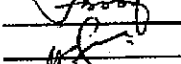


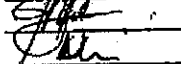

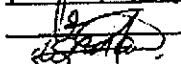
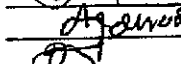
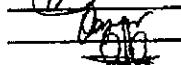





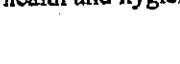


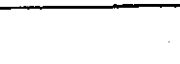
ONBOARD SAFETY COMMITTEE MEETING MINUTES

This form should be submitted to the Head Office every month.
Note: Refer to Company Procedure No: 14

Vessel: ESTIA

A. Date: 07 MAY 2011 Time: 13:00H – 15:00H Place: AT SEA

B. **ATTENDEES:**

Title	Name	Signature
1. Master	Tournaris, Evangelos	
2. Chief Officer	Sari, Rogelio	
3. Chief Engineer	Varthalitis, Ioannis	
4. 2 nd Officer	Sazon, Ariel	ON DUTY
5. 2 nd Engineer	Alibuyog, Jaimies	
6. 3/O	Gargar, Llyod	
7. 3/O	Epis, Myan	
8. 3/E	Grafil, Dan	
9. 4/E	Busto, Edmund	
10. Pump man	Verona, Esmeraldo	
11. Bosun	Santos, Ramil	
12. Electrician	Umali, Nicanor	ON DUTY
13. A/B	Ranido, Jim Voi	
14. A/B	Reyes, Marnie	
15. A/B	Nahil, John Paul	
16. D/CDT	Malcontento, Warren	
17. Oiler	Aloha, Eduard	
18. Oiler	Cabilitrasan, Danilo	
19. C/cook	Dagsa, Francisco	
20. E/CDT	Aduca, Ryan	
21. Messman	Nahil, Jan Fider	
22. Messman	Segundo, Arnel	

C. **AGENDA: Following topics to be discussed (if applicable.)**

- Sub: SMS review forms February & March 2011
- The code of safe working practice (PPE)
- Near Miss report.
- Drill report.
- Training sessions.
- Vessel monthly environmental performance-monthly security notices, health and hygiene, safety notices.
- Company Circular
- a.a - Safety: 153, 154, 155, 156, 157, 098, 158, 159, 161, 163, 086
- a.b - Tech: 036, 048, 049
- Form: QEPM, PRO 04-13 "Supplier Evaluation" report.
- a.c - Sec: 14, 15

D. **MINUTES (including action plan and responsible person(s)).**

AA.)

On 07 May 2011, at 13:00H- 15:00H, Extra Safety Committee meeting held at crew recreation room, in the presence of all crew except those on duty. After the meeting absentees were de briefed.

On 07 May 2011, at 13:00H- 15:00H, Extra Safety Committee meeting held at crew recreation room, in the presence of all crew except those on duty. After the meeting absentees were de briefed.

TOPICS DISCUSS IN SAFETY COMMITTEE MEETING

*Master's envirometal review ENV 014 25.04.2011 carried out as per IONIA's Envirometal management System(three months period since takes command of the vessel 02.02.2011)the extra meeting chaired by the master and attended by all senior officers (except duties)as listed above.
Discussed and analysed in details company's environmental procedure manual as well as the relevant forms which must be completed in daily,weekly,monthly basis and our target to minimize the risk Of environmental violention.a friendly reminded made to special to galley personnel regarding the proper handlingOf the consumed cooking oil and that the used cooking oils must be incinerated and the Relevant entries should be made in the respective form in the ORB part I.
A copy of theENV 014 kept onboard and the original send to office by e-mail and hard copy to the attention of EMP.NO any related non-conformities reported.(master's suggestions as per attached report)

* (PN: 756065) SMS review forms February & March 2011

* THE CODE OF SAFE WORKING PRACTICE

The code of safe working practice are always taken into account every time we have safety committee meeting, and discussed well and with full implementation and observance to all the crew.
Discussed-reminded to all crew always to wearing/use the appropriate PPE during drills.

* NEAR MISS REPORT

Discussed -analysed in details to the crew NO.02/11-NO.03/11-NO.04/11 near miss reports corrected And inserted in the relevant folder SFS-33.fully signed.
Furthermore reminded to the crew that basic cause of a Near Miss should be properly identified and mentioned in the relevant form. Some of the following, but not limited to, can be considered as cause(s) which can lead to a Near Miss;

- Lack of awareness;
- Omission or neglect ion of the responsible crew;
- Lack of maintenance;
- Lack of training;
- Inadequate procedures;
- Human Error

* DRILL REPORT

The crew are informed and explained to act accordingly with the SOLAS requirements regarding DRILLS. The missing -toxic vapor release as well as -structural failure drills will be done in the few next days with the relevant evidence.

* TRAINING SESSIONS

Discussed and reminded that training is a continuous process and crew's competency shall be exercised during various drill scenarios. Emphasized that next drill and how it will be performed should be

Discussed prior its commencement in order for the crew to be adequately prepared and clearly understood other risks or risk that have to be considered during a real situation related to the specific scenario. Reminded that additional training will be provided when necessary (i.e demonstration of portable gas instruments, demonstration of various Safety equipment, etc) as well as during the Training Sessions and related videos should be watched or a relevant company's procedures will be discussed, in order to enhance the awareness of the crew on the respective subject of the session.

MONTHLY ENVIRONMENTAL NOTICES: Already completed in 1st extra SCM.

MONTHLY SECURITY NOTICES: Already completed in 1st extra SCM.

MONTHLY HEALTH AND HYGEINE NOTICES: Already completed in 1st extra SCM.

MONTHLY SAFETY NOTICES: Already completed in 1st extra SCM.

MONTHLY CIRCULARS (SAFETY)

(SFT: 153) INSPECTION Fuel Oil Quick-Closing Valves

Discussed - analysed to the crew the Safety Alert 01.2011 "INSPECTION OF FUEL OIL QUICK-CLOSING VALVES" issued by US Coast Guard on 31/01/2011.

(SFT: 154)

Discussed analysed to the crew the following SOLAS amendments came into force in 2011:

- 1) Time to say farewell to asbestos
- i) ECDIS simplifies navigation
- Efficient fuel documentation
- Coating guidelines updated
- ii) MARPOL 73/78 - Ship-to-Ship Transfer revised
- iii) New NOx limits

(SFT: 155)

Discussed analysed to the crew the SMS Management review meeting.

(SFT: 156)

Discussed analysed to the crew the importance of Lloyd's Classifications news "MARPOL Annex V - new under Caribbean special area takes effect from May 1, 2011"

Explained and discussed Memorandum of Understanding Between USCG and EPA for Enforcement of VGP, USCG - VGP Job Aid.

(SFT: 157)

(SFT: 158)

Discussed-analysed to the crew the USCG Safety Newsletter "Hydrostatic Testing of Bunker Lines"

(SFT: 159)

Discussed-analysed to the crew the USCG Safety Newsletter "Salvage and Marine Firefighting Requirements and Vessel Response"

(SFT: 086)

Discussed to the crew and posted the new after office hours contact list.

(SFT 161)

Discussed to the crew the Updated Circulars Index, the revised form SOM SEC 01-02 Master Handover, the revision History of the SOM.

(SFT 162)

Discussed to the crew the New regulation to China.

(SFT 163)

Discussed to the crew the IMO Circular No. 3175, Updated Circulars Index, Navigation in the sea area surrounding Japan in the wake of the earthquake and tsunami 11 march 2011.

***MONTHLY CIRCULARS (TECHNICAL)**

(TECH: 036): RE: Operation of Unmanned (Unattended) Machinery Spaces. Read explained relevant circular.

(TECH: 048): RE: FRAMO BALLAST PUMPS. Read explained relevant circular.

(TECH: 049)

Discussed with the crew the Closing device for the ventilation of battery room IACS unified interpretation SC 240.

Form: QEPM, PRO 04-13 "Supplier Evaluation" report. Reminded to the crew the importance to return the packing materials upon delivery of stores-provisions such as wooden pallets-plastic in order To minimize the risk of environmental pollution as well as the cost -quantity of the garbages to be discharge to various shore facilities

***MONTHLY CIRCULARS (SECURITY)**

(SEC: 14) Discussed and explained to the crew the Port state security advisory, Security Advisory 1/11 issued by USCG.

(SEC: 15)

Discussed to the crew Libya crises info for shipping Operation Active Endeavour.

Evaluation of Topics:

During our evaluation we found out that the crews are absorbing all the topics discussed and shared to them and the ideas shared.

1. Reviewed Topics:

During our extra meeting we review the respective SMS forms we perfectly and adequately discussed the safety, environmental and security issues with broad understanding and vice-versa of ideas.

Safety committee meeting ended with participation of all crew. Sharing of ideas of each crew member during safety meeting is good practice.

E. DISTRIBUTION

1. Officers Day Room x 2. Crew Day Room x 3. Onboard File x 4. Head office x

CAPT. EVANGELOS TOURNARIS

